cris millions, or three times the original capitate, and which was britten unaccount of the most control o

The municipal administration of New-York and many of the principal cities is injurious not alone for its inefficiency, robbery and waste. The chief evil, and one which, like a cancer, is ever poisoning and corroding the yet wholesome body politic, is found in its contagious example. Theft and jobbery are exalted as virtues which lead to wealth and political honor, while honesty and wisdomare left to preach at the corners of the streets regarded by none. The name of the people, and manhood suffrage, and the popular vote, are used as veils to screen the shifts and frauds of wirepullers; and the elected of the people is often no more than the corrupt nomince of a dishonest clique who laugh at the people who now, as ever, are willing to be decived. Corruption accumulates on every side; its slime makes every path slippery which politicians tread, till the State Legislature and Congress itself become an Augean stable which would require a new Herenles to cleanse.

THE CURSE OF UNIVERSAL SUFFRAGE. municipal administration of New-York and

THE CURSE OF UNIVERSAL SUFFRAGE.

THE CURSE OF UNIVERSAL SUFFRAGE.

Americans who love and are proud of their country, and who loathe the political system which degrades it in the eyes of the world, will not consider the picture that I have drawn over-colored. But it is impossible to acquit even the most houorable among them of the blame which attaches to this state of things. Manhood suffrage, untempered by any educational test, and rendered uncontrollade by the surging mass of emigration, which was a condition unestimated by the drafters of the Constitution, is the chief cause of the present difficulty, and respectable Americans do not see how they can escape from it. Their usual reply, when driven into a corner, is that although the administration is shamefully corrupt, they will be able to reform it whenever they have time to do so. At present they are engaged in making money as quickly as they can. They cannot be troubled with politics; but when at leisure they will reform the administration and make it clean and honest. Moreover, the country is young, and people, like the English, who have passed through the political experiences of the theories, should not be squeamist in criticising America, which is undergoing a not more discreditable process of purifical makes the discreditable process of purifical experiences of the theories, should not be squeamistic. The double fallacy which underlies this defence is obvious to every historical student. In all communities, and certainly in America, the honest and respectable largely outnumber the discreditable and engage and make it clean and the equalities and certainly in America, the honest and respectable largely outnumber the discreditable and engage and the equalities and certainly in America, the honest and respectable largely outnumber the discreditable and engage and in the server and command National good-fortune.

Not their proper that I have proved the procession and there fail, though I refer to the professions and there fail, though I refer to the stable two shifted one cleared famile

THE HARVEST OF DEMOCRACY

SIR LEPEL GRIFFIN RESUMES HIS TIRADE.

HORRORS OF NEW-YORK—THE SUFFRAGE, THE

IRSD. THE NEODA SAY THE FUTURE AND THE FUTURE AND THE PROPERTY OF THE SAY THE PROPERTY OF THE

THE LEGACY OF SLAVERY.

State.

Difficulties such as these may be successfully solved; but there is one legacy of the war, in the negro vote, which will only become more infolerable by the lapse of time, for the reason that the African race is extremely prolific, and, under existing conditions, may be expected to increase more rapidly than any other element of the heterogeneous mass of American citizens.

The position of the negro is anomalous and embarrassing. Without referring to the multiplied researches of the Anthropological Society on the capacity of the African races, it may generally be asserted that the negro is as it for the tranchise as the monkey be closely resembles. He has one or two good qualities and many bad ones. He makes a very good waiter if in firm hands, but is usually spoilt by American familiarity, which in his small mind breeds contemut, so that the head waiter at a restaurant gives himself more airs than an English duke. For any occupation requiring higher intellectual powers than blacking boots or waiting at table the vast majority of negroes are unit. A few of the best struggle into the professions and there fail, though I remember at Washington some cases of partial success; while one colored female lawyer of much vivacity roundly declared, during the recent civil rights discussion, that the negroes were the superior race in America. Since the war they have largely increased, and now number some six millions of uneducated and unimprovable persons, as useless for the purposes of civilization as if they were still wandering naked through the African jungle. Slavery is an accursed thing, but it is rather as degrading the higher race of slaveholders than as brutalizing the slaves that it must be condemned.

ance for ever flow, while in no part of the world is found such varied mineral wealth. The harvest of field and mine is reaped by an intelligent, industrious, and energetic people, whose territory stretches from ocean to ocean, and this generation will see within its borders one hundred millions of Englishspeaking people, who will doubtless be prosperous, and who, if they be wise in time, may be also free.

New Unblications.

NOW READY.

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THE PRESIDENTIAL YEAR, THE STANDARD POLITICAL AND STATISTICAL AUTHORITY. EDITED BY

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THE TRIBUNE, NEW-YORK.

Instruction

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TUTOR.—An English gentleman, graduate of London University, desires pupils at his or their residence in aircorn, Latin, mathematics, arithmentic, hotanic, and all English singlests.—CAMIRIA, 331 W, 10th-st. TEACHERS WANTED.-Ladies; German, English, and musty, German and English for city family English, German, French and inusic, German, French and music, Unglish and singing for High School, Fing-halt, plane and singing for High School, Gentlemen; English, Episcopallan (Classica, Episcopallan, Classical Headmaster, Episcopallan experienced Headmaster, Episcopallan, Apply Teachers' Agency, 23 Union Squarco.

Co Whom It Man Concern.

PUBLIC NOTICE.—Final hearing.

AQUEDOG: COMMISSIONERS OFFICE,

NEW-YORK METCH 10, 1881.

To all whom it may concern:

To all whom it may concern:

To conformity with the requirements of Section 2, Chapter 440, Laws of 1881 of the State of New York, public notice is hereby given to all persons interested that full operatuality will be afforded them to be heard in relation to the various plans now under consideration by the Aqueduct Commissioners for the location and construction of one or more of the following dams and reservoirs upon the croise fliver, in the County of Westchester, viz:

First—That known as the "Quaker Bridge Dam" and "Reservoir," shout four addes below the present traten flim.

Second—The "Muccost Lam" and "beservoir traten flow.

Billitic—The "Dam and Reservoir I, on the east branch of Croton River, commonly known as the "Sodom fam and the ervoir," as the second flam and free ervoir.

Creton liver, commonly known as the "sodom flam and fleatroit."

Also, as to the final location and construction of the new aqueduct upon the route known as the "Moduled Hudson River Route," commencing at a point near the present Croton Paur, riming thence southerstery to and across the Pocantico Valley, and into the sawmin River Valley, east of Tarrytow in the measurement of the Pocantico Valley, and into the sawmin River Valley, east of Tarrytow in the measurement of the Harlem River, near and above the High Prade, and distant from the point of beginning about 29 unless, the new sesting under and increase the district National Parket National Commence of the district National Commence of the district National Commence of the district National Commence of the National Commence of the

tals &c., &c.

All as shown upon the plans maps and profiles in this offlice.

Said public hearing to be at the Office of the Aquestici Commissioners, Boom 7s, Tribune standing in the City of New-ork, on Wednesday, March 1c, 1884, at 2 relock p. m., and upon subsequent days and times thereafter to which said hearing may be adjourned, until finally concluded.

By order of the Amendat Commissioners. As a shown upon the passingle and problem in the Citics.

Said public hearing to least the Citics of the Aqueduct Commencers, Broom 78, Tribum entitlems, in the City of New Journays, March 12, Section 19, and poin subsequent days and times extern to which said poin subsequent days and times extern to which said learning may be adjourned, until finally concluded.

By order of the Aqueduct Commissioners.

By order of the Aqueduct Commissioners.

By Commissioners of the Aqueduct C

WHOLESALE PRICES OF COUNTRY PRODUCE

For the week ending March 11, 1884.

Receipts for the week 1, 374 pkgs. Exports 2,837 pkgs.—
There is a short supply of fine table grades of Butter, and There is a short supply of fine table grades of Butter, and prices are higher and very firm. Pancy Fresh Creamery does not arrive much beyond the wants of a regular trade. — moderate quantity of Extra Eight could be jobbed at 336. — Fancy Peunsylvania has sold at 37c., and in a few instances a little lighter. Extra Western, other than Eight, is in demand at 36 #37c., with fine selling at 35c., firsts at 30 #32c. and common qualities down to 25 #25c. State Creamery firkins have had some sales at 20 #25c. New State Creamery firkins have had some sales at 20 #25c. New State Creamery firkins have had some sales at 20 #25c. New State Creamery firkins have had some sales at 20 #25c. New State Creamery firkins have had some sales at 20 #25c. In the control of the stock, however, is made from old and new milk mixed, and such is selling slowly at tregular rates. The Fine Old Dafry is now in light stock, few hands and very firmly held. Our outside figures have been reached often enough to justify the quotations. Of good grades there is still a fair supply though the purchases by exporters are steadily reducing stocks. On Fine Western Imitation Creamery and Extra Fresh Factory the market is firm and hugher. Seconds dull, About 1,000 pkgs. low grades sold for exportat 9 #210c.

Cream's Eight extra St #38 | Doseconds to firsts. . 16 #23 Pt. 18 *14 *

| Description |

Receipts for the week—Beans, 813 bbis.; Peas, 3,628 bush, Exports—Reans, 660 bkgs.; Peas, 3,278 bush, Imports, 2,763 bugs beans. State Marrow continue very dull and weak; jobbing trade light and scarcely and call for export. Medium and Pea in small supply but selling slowly at easy prices, white Kidney quick and barely steady, choice Red Kidney where the state of the

| State Factory, White | Do. Com. to Fair. | S. #11¹2 | Facty | Do. Com. to Fair. | S. #11¹3 | Do. Com. to Fair. | S. #11¹4 | Prime | S. #10²5 | Do. Good to Fine | 1.15 #14²5 | Prime | S. #10²5 | Do. Fair to Good | 12 #13²5 | Do. Poor | S. #10²5 | Do. Fair to Good | 12 #13²5 | Do. Poor | S. #10²5 | Do. Poor | Do. Po

Fowls, N. Y. Jersey and Pean. 13 %14 Do. Ny.N. J. Jenni 00 %1 50
Do. Wistern. 17 %14 Gess. Jeruni 8t, 25 %275
Econters. od & yan. 0 &11 Do. Western. 175 #225
Turkeys. 16 #18

NUTS. Receipts for week: Peanuts, 1.856 bags; Pecans, Pi pkgs. Peacuts steady; Pecans quiet; Hickory Nuts in fair de

POTATOES AND VEGETABLES.

SUNDRIES. Honey, white cloves, per 25 Honey, buckwhest. 10 will Becawar.

FURS AND SKINS.

Musicat Fall SILK SILK SILK The daily average receipts of Milk and Cream at the different railroad distributing points in and near the city for the week have been as follows: Eric, 2.07 cans of Milk 25 cans of Condensed Milk and 34 cans of tream. New York, Susquehanna and Western 1,000 cans of Milk, and 15 cans of Cream West Shore, Liou cans of Milk, and 15 cans of Cream; West Shore, Liou cans of Milk, and 15 cans of Cream; Harlen, 2,005 cans of Milk and 202 cans of Condensed Milk, New Haven and Hartford, 972 cans of Milk, New York City and Northern, 945 cans of Milk, and by miscellaneous short routes 600 cans of Milk and 5 cans of Cream. The folial daily receipts were 10,274 cans of Milk, 277 cans of Condensed Milk, and 140 cans of Cream. The stall daily receipts were 10,274 cans of Milk, 277 cans of Condensed Milk, and 140 cans of Cream. The supply is exceedive, and the price paid for the surplus on the railroad platforms does not exceed \$1.45 a can of forty quarts.

LIVEBUOOL, March 12, 12:30 p. in.—Cotton firm; Middling Uplands, 5-84; do Orleans, 6d. Sales, 1: 000 bales, including 2, 000 bales for speculation and export receipts, 11,000 bales, including 7.50 bales American Futures—Uplants Low Middling clause, April and May delivery, 5-8-53d, do June and July delivery, 6-6-3d, do June and July delivery, 6-6-3d, do June and September delivery, 6-10-5d. Futures steady.

5 p. u. —Cotton—The sales of the day included 0.000 bales. steady.
5 p. ni.—Cotton—The sales of the day included 9,000 bales.
American. Futures closed firmer.

American Futures closed Struct.

GALVESTON, March 12.—Colton steady: Middling, 10-7-16c;
Low Middling, 10-8- Good Ordinary, 9%c, not and gross,
recepts, 1,2-5 bales, Exports to Great Britain, 1,6-5 bales,
to France, bales, to the Continent, 2,1-86 bales,
to France, bales, to the Continent, 2,1-86 bales,
Coastwise, bales, sales, 4-02 bales, stock, 4,875 bales,
SAVANNAH, March 12.—Colton steady, Middling, 10-8c, Low
Middling, the Good Ordinary, 9-4c; not and gross receipts,
510 bales, Sales, 15-9 bales, last evening, 25 bales, stock,
46-509 bales, Sales, 15-9 bales, last evening, 25 bales, stock,

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TIME TABLE—TAKING EFFECT NOV. 18, 1883

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FOR DRIFTON at 6:45, 2.46, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 12:00 p.m.

FOR TAMAQUA at 6:45, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 12:00 p.m.

FOR BETHLEHEM, ALLENTOWN and MAUCH CHUNK at 6:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:30 p. m. Sunday at 5:30 p. m.

FOR EASTON at 6:45, 0:00 a. m., 1:00, 1:30, 3:45, 4:00, 4:30, 6::00 p. m. Sundays, 5:30 p. m.

FOR TASTIONS ON HIGH BRIDGE BRANCH at 9:00 a. m., 4:10, 4:30 p. m.

FOR FLEMINITON at 6:45, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m.

FOR FLEMINITON at 6:45, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. Sundays, 1:30 p. m.

FOR SOMERVILLE at 6:45, 9:00 10:30, 11:15 a. m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:30, 6:00, 10:30 p. m. Sundays at 8:00 a. m., 1:30, 6:30, 9:00 p. m.

FOR PLAINFIELD AT 6:45, 7:45, 9:00, 9:30, 10:30, 11:15 a. m., 1:00, 1:30, 3:40, 3:40, 4:30, 5:40, 4:30, 5:30, 6:30, 6:30, 7:00, 9:30, 10:30, 1:115 a. m., 1:30, 4:00, 9:30, 10:30, 12:00 p. m.

FOR ELIZABETH at 6:15, 6:45, 7:15, 7:45, 8:00, 8:30, 8:30, 8:30, 8:30, 8:30, 1:30,

train.
For VINELAND and BRIDGETON at 1:30 p. r.

NEW-JERSEY SOUTHERN DIVISION. For LONG BBANCH, EATON TOWN, etc., at 4 p. m.

Tickets can be prounted at foot Liberty st. Fior No. 8, North River 21, 102, 207, 257-261, 271, 419, 721, 944, 1,317, and 1,323 Broadway; 737 and 748 6th ave.; 1 Rivington.st. 10 Freetwich st. 208 East 120th.st. and principal Riotels in New York 119. In Broadway; 130 Manhastan.ave.; 7 De Kalbayet, 1sis b. Atlanticave. 1 Hoboken, 254 Washington.st. N. V. Transfer Company will call for and check basgage from bottels or residence to destination. botels or residence to destination.

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5:10 p. m. Fare lower than by any other route.

I EHIGH VALLEY RAILROAD.—Passenger
I trains leave depot foot of Cortlandt and Desbrosses sta.

at 8:10 a. m., 3:40 and 7 p. m. for Easton, Bethlehem, Allentown, Reading, Manch Chunk, Wilkesbarre, Towands, Waverly, Ithaca, Geneva, Lyons, Buffalo and the West, Pulman through coaches run daily. Local trains at 7 a. m. and 8:40 p. m. for Easton, Bethlehem and Coolsy.

Trains leaving at 8:10 a. m., 1 and 8:40 p. m. connect for all points in Mahanoy and Harleton coal regions. Sunday train local for Manch Chunk 8:10 a. m. Leave Mauch Chunk 4:4 p. m.

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Three express trains duly (Sundays excepted) to Boston at 4 a.m., 2 b.m. (marior car attached) and 10 p.m. (with pulses sleeping cars). Sundays at 10 p.m. (with pulses sleeping cars). Newbort express leaves Grand Central Depot at 1 p.m., cars). Newbort express leaves Grand Central Depot at 1 p.m., cars).

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On and after Feb. 27, 1884.

AND UNITED STATES MAIL ROUTE.

Trains leave New York via. Desbrosses and Cortisant Streety

Ferries at colove.

Butting of the West and South, with Pullman
Palace Cars attached, 8 a. m. 6 and 8 p. m. daily. New York

and Cheago Limited, of Parlor, Dining, Smooting and Sleepe
ling Cars. 19 a. m. every day.

Williamsport, Lock Haven, 8 a. m. 8 p. m. Corry and Eric ab.

8 p. m. connecting at Corry for Titusville, Petroleum Centre

and the Bergine.

Butting, Washington and the South, "Limited Washington,
Butting, Washington 4:05 p. m. Regular, via. B. and P.

E. R. at 6:00 and 8:30 a. m. 8:40 and 9 p.m. and 12 night: yi.

B. and O. E. R. 1 and 7 p. m. and 12 night: Sanday, via.

B. and O. E. R. 1 and 7 p. m. and 12 night: Sanday, via. B.

and P. R. 8:65 a. m. 9:p. m. and 12 night: Sanday, via. B.

And P. R. 8:65 a. m. 9:p. m. and 12 night: Sanday, via. B.

R. 7 p. m. and 12 night.

For aftentic City except Sunday, 11:10 a. m.

Long Branch, Bay Head Junction, and intermediate stations

Via Railway and Amboy, 9 a. m., 12 noos, 8:10, 5 p. m. Outher Sunday, 9 a. m. and 5 p. m. done at asbury Park.)

Boats of "Brooklyo Amera" connect with all through trains at Jersey City. affecting a speedy and direct trainsfer for Brooklyo Amera" connect with all through trains at Jersey City. affecting a speedy and direct trainsfer for Brooklyo Amera" connect with all through trains at Jersey City. affecting a speedy and direct trainsfer for Brooklyo Amera" connect with all through trains at Jersey City. affecting a speedy and direct trains arrive.—From Pittsburg, 6:10 and 11:20 a. m., 7:30 and 10:35 p. m. From Palisdelphia, 3:50, 6:10, 6:50, 6:50, 7:00, 7:20, 7:80, 8:50, 6:20, 10:05, 10:20 and 10:35 p. m. Sunday, 8:0, 8:30, 8:50, 8:50, 8:50, 7:05, 11:35

the old established boute and short line
to trains each way were days and 9 on
bunday stations in fulladel.
Phia; 2 in new york

Express Trains leave New-York via Deabrosses and Cortlands Street Ferries as follows:
6:20, 7:20, 8:30 (9 and 10 Limited), 11, 11:10 a.m. 1, 3:20, 8:40, 4, 5, 6, 7, 8 and 9 p. m. and 12 night. Sundays, 6:15, 9, 16 Limited; and 10 a.m. 4, 6, 7, 8 and 9 p. m., and 12 night. Trains leaving New-York daily, except Study, 7:20, 8:30 and 11:10 a.m. 1, 2, 4, 5 and 7 p. m., connect at Trenton for Camden.

Camden.
Returning trains leave Broad-st. Station, Philadelphia, 12;01, 8:10, 4, 4:35 (except Monday), 6:50, 7:30, 8:20, 8:30, 11, and 11:15 a.m. (Limited Express 1:30 and 5:20 p. m.), 4, 8, 4, 5, 6, 6:30, 7:40, 7:45 and 8 p. m. On Sonday 12:21, 8:10, 8:20, 4, 4:35, 8:30 a.m. 4, 57:20 Limited; usio, 7:40, 7:43 and 8 p. m. Leave Philadelphia via Camden, 8:00 a.m. daily except Sunday.
Ticket offices, 4:55, 8:49, and 9:44 Broadway, 1 Astor House, and foot of Pesbrosses and Cortiandt Streets, 4 Court-straing Brooklyn Annex Station, foot of Fulton-st, Brooklyn Bush's Hotel, House, and foot of Pesbrosses and Cortiandt Streets, 4 Court-straing Brooklyn, Bush's Hotel, House, and Castle Gaz Erocklyn, Bush's Hotel, House, and Castle Gaz Erocklyn, Bush's Hotel, Booken, Station, Jersey City Emigrant Ticket Office No. 8 Battery Place and Castle Gaz den.

baggage from hotels and residences. CHARLES E. PUGH, General Manager. J. R. WOOD, General Pass'r Agent, STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION

COMPANY.
Office Pier 18, N. R., foot of Cortlandt-st.
Consignments of freight forwarded as directed to any part

Consignments of freight forwarded as directed to any part of the world.

UNEQUALLED FACILITIES FOR DISPATCH.
Orders received for delivery of all kinds of freight and men thandlase to any part of the city.

SEA AND HARBOR TOWING AND RIVER AND HARBOR LIGHTERAGE.

Freight of every description promptly lightered to any point in the harber at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHARAGE.

TER FOR EXCURSIONS. TER FOR EXCURSIONS.

Steamer JOHN H. STARIN for NEW-HAVEN, leaves Piet 18, N. B., foot of Cortland's at 2 p. m. daily. (SUNDAY)

excepted.)
Freight for points on D. L. & W. R. R. received at Pter 15;
For New-Haven and points East, at Pter 18.
NORTH SHORE, STATEM ISLAND.—Eleven Miles for Ten Cents, via Steamers from Pier 1, E. R., feet of White

hall-st.
CENTRAL SHIPYARD, Communipaw. N. J.—Dry Docks
Machine and Boiler Shops. Everything appertaining to the
construction and repair of vessels.

Construction and repair of vessels.

THE FRIE RAILWAY, better known as the NEW-YORK, Lake Erle And Western Raill RAD.

9 a m-baily except Sundays. Day Express, drawing-room conches to Binghamton, Elmira and Burfalo. L. wing coaches to Cleveland, Chicinsal and Chicago.

5 pm daily. "St. Louis Limited" Express.—No extra charge for fast time—Pullman Sleeping Coaches to Burfalo, arriving 7:25 a my Niagara Falls, 9 a my Salamanca 7:05 a my Cleveland 14:0 p my Chichmat, 8:20 pm St. Louis Salon am seconday. Connecting trains arrive Detroit 3:10 pm; Toleds 5:14 pm m and Indianapolis 11 a m.

5 pm Daily.—Pacific Express for the West. A Solid Train of Pullman bay and Sleeping. Coaches to Bunghamton, Elmara Burfalo, Niagara Falls, Cincinnati and Chicago. Hotel and Burfet Smoking Coaches to Chicago.

1:15 pm—Emigrant train for the West.

Rutherfore, and Passale 6 7:20 7:50 9:30 10:20 a m 12 midnight. Sundays 6:80 10:20 a m 1:35 6:30 9 pm 12 midnight. Sundays 6:80 10:20 a m 1:35 6:30 9 pm 12 midnight. Sundays 6:80 10:20 a m 1:45 3:30 9 pm and 12 midnight. Sundays 6:30 6:30 7:30 1:10 30 pm and 12 midnight. Sundays 6:30 6:30 7:30 1:00 pm and 12 midnight. Sundays 6:30 6:30 8:30 1:30 pm and 12 midnight. Sundays 6:30 6:30 8:30 9 pm 12 midnight. Sundays 6:30 6:30 8:30 9 pm 12 midnight. Sundays 6:30 6:30 8:30 9 pm and 12 midnight. Sundays 6:30 6:30 8:30 9 pm and 12 midnight. Sundays 6:30 6:30 8:30 9 pm and 12 midnight. Sundays 6:30 6:30 8:30 9 pm and 14 midnight. Sundays 6:30 10:20 a m 1:45 3:00 8:30 8:30 9 pm and 14 midnight. Sundays 6:30 10:20 a m 1:45 3:00 8:30 8:30 9 pm and 14 midnight. Sundays 6:30 10:20 a m 1:45 3:30 8:30 9 pm and 14 midnight. Sundays 6:30 10:20 a m 1:45 3:30 8:30 9 pm and 14 midnight. Sundays 6:30 10:20 a m 1:45 3:30 8:30 9 pm and 14 midnight. Sundays 6:30 10:20 a m 1:45 3:30 8:30 9 pm and 14 midnight. Sundays 6:30 9 pm and 14 midnight

midnight. Sundays o 6.00 midnight. midnight. Warwick 7:50 a m 4:30 p m. Warwick 7:50 a m 4:30 p m. Sunday Newburg and Cornwall 7:50 9 a m 3:80 4:30 0 p m. Sunday

Newburg and Cornwall 7:50 8 km 5:50 4:30 9 m 8:30 a m 6 p m. Rondout and Kingston and Montgomery 9 a m 4:30 p m Sunday 8:30 2 m. Gooden 6:750 a 10:20 a m 3:30 3:50 4:30 8 8:15 p m. Sunday 8:30 10:20 a m 6:30 8 p m. Middlelown 6:750 9 1 to 20 a m 3:30 4:30 8 8:15 p m. Sunday 6 8:30 10:20 a m 6:30 8 p m. The trains 9 a m and 4:30 p m connect with Middlelow at 7:50 a m 4:30 8 8:15 p m. Sunday stops at Malu-81 only. tonly. 50 9 10:20 am 4:30 8 8 8:15 pm. Sunday 8:30 stops at Mainest only.

Port Lervis 8:509 2 10:20 a m 4:30 6 8 8:15 p m. Sunday 8:30 10:29 a m 6:6:30 8 p m.

Boats leave 2:56.54 quarter of and quarter after each hour from 5:45 a m to 10:45 p m every thirty infinites; and from 10:45 p m to 1:45 a m every hour.

Tackets for passage and apartments in Drawing-Room and Sleeping coaches can be obtained, and orders for the checking and transfer of baggage may be left at the company's offices Nos. 251, 401 or 057 Broadway, 187 West 84, N.Y. No. 2011, 401 or 057 Broadway, 187 West 84, N.Y. No. 2011, 415 a m and 10:20 p m.

Fig. 11:55 a m and 10:20 p m.

JOHN N. ABBOUT, Gen'l Pass'r Agent, New-York.

NORTHERN RAILROAD OF NEW-JERSEY Trains leave for Englewood, Closter, Piermont and Nyack 7 830 10 a m 1 3:20 4 4:50 5:30 6:40 8:30 p m 12 mide might. Samdays 7 9 am and 7:15 p m. Namust, Spring Valley and Monsey 7:10 10 a m 4:50 p m 5 undays 7 a m. ABBOTT, Gen'l Passy Agent, New-York, a 10-10 a m 4:50 p m 10 HN N. ABBOTT, Gen'l Passy Agent, New-York, a many 7 a m.

WEST SHORE ROUTE. EW YORK, WEST SHORE & BUFFALO BAILWAY Trains leave Desbrosses, Cortlandt and fost of West 178 stat For Chicago, Suspension Bridge, Niagara Falls and Butale, For Newark, Rochester, Syracuse and Oucida, 9:30 a.m.; "

For Newark, Rochester, Syracuse and Ouclda, 9:30 a.m.; *20.m.

Utica, Little Falls, Fort Plain, Canajoharie, Port Jacksen,
Amsterdam, 9:30, 11:20 a.m.; *35 p.m.; Albany and Catakuli, *9, 9:50, 11:20 a.m.; *450, *8 p.m.;
Albany and Catakuli, *9, 9:50, 11:20 a.m.; *450, *8 p.m.;
Newburg, Kingston, Highland, Foughkeepse, *8, 9:30, 11:20
a.m.; *8:40, 4:30, *50 p.m.;
*1buily, Other trains daily except Sunday.
Buffet Porler Cars on 9:30 a.m. train for Syracuse and trains for Albany.
Parlor Buffet Cars on 9:30 a.m. train for Syracuse and Rochester.
Pullman Buffet Sleeping Cars on 8 p.m. train for Buffeld and Chicago.
Tickots and time tables at stations and at offices of the company, Jersey City, Pennsylvania Railroad Shahon, Brocklyn, No. 4 Court.est. Annex office foot of Fulton-six, 38 Fullons, st., and No. 7 DeKalbane; New-York City, Nos. 192, 397, 291, 393, 410, 346, 1,333 Broadway, No. 5 Union Square, Na. 737 6th ave., No. 105 East 125th et., Pennsylvania Rit. Staten, foot Desbrosses-st., foot Certiandt-st., and West Share Station, foot Desbrosses-st., foot Certiandt-st., and west Share

I. E. WOOTTEN. General Manager.
B. P. BALDWIN.
General Mastern Passenger Agent, 110 Liberty et., N. Y.

737 oth Ave. thou, foot Desbrosses st., foot Cortiana. Thou, foot West 42d at. MENRY MONETT, Gan. Pass Agent, 24 States.